

FIRST EDITION

EXCITING SCENE IN COURT.

Sudden and Alarming Mental Aberration of a Witness.

The Chillicothe (Ohio) Register of a late date says: "One of the most exciting and startling scenes that ever occurred in court at this city took place late in the afternoon of yesterday. The particulars are as follows:—

The case in progress was that of Catherine Miller, who sued by her next friend, of C. W. Gilmore, vs. John S. Mace and others, the suit being brought to recover household goods levied on as belonging to Thomas Miller (Mrs. Miller's husband), and which they claim with as hers.

On Friday afternoon Mr. Miller was again called to the stand to undergo cross-examination by M. L. Clark, Esq., in course of which the latter gentleman, in endeavoring to show a discrepancy between Mr. Miller's present answers and those made last time, since asked if he had not, several years ago, stated to Mr. H. Reed that he was then worth quite a large sum of money.

To this query no reply was made, and for a few moments the court and audience ensued. Finally Mr. Minshall, of counsel for plaintiff, broke the oppressive silence by rising to address the Court, and at that moment Mr. Miller, who was standing just in front of the jury-room door, turned round and said: "I wish to make a few remarks," and immediately after clasped his hands to his head and exclaimed:—"I feel as if I was getting—paralysis of the brain!"

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son, which was a factor lost, would overtake them. When he arrived at New Richmond, the Hudson had not come up, and then paid her fare to Shiloh. Presently it was noticed that the door of her state-room was standing open. On examination her clothing was found lying on the floor, and she was nowhere to be seen. It was certain that the unfortunate woman, distracted with grief at the loss of her husband, waited until the Hudson came alongside, and then, when the remains of her beloved were nearest her, plunged into the Ohio and, with her arms outstretched, the dark water of Mr. Linebaugh had been very unfortunate of late. The husband of his eldest daughter was accidentally shot and killed at Springfield, Ohio, about six weeks ago. A few days ago another son-in-law of the daughter herself has now committed suicide. These calamities, occurring in such quick succession, have completely prostrated him.

FREEDOM'S BIRD.

The Royal American Eagle has a Chance to Seek the Broad Empyrean and Goes Back on It—Discreet Behavior of the National Fowl.

We find the following disquisition in the Providence Journal of yesterday:—"The Monitor Engine Company of Pawtucket recently purchased a golden eagle, which had been captured in a trap, and the intention of the company was to mount it to ornament their engine house. The bird was a fine specimen of its species, measuring nearly seven feet from tip to tip, weighing about twelve pounds, and had sustained no injury in its capture except the loss of its right wing, which was broken by Mr. Dorsey, the eccentric citizen of Pawtucket, who has a fellow feeling for the captive, offered the company \$20—\$10 in gold and \$10 in greenbacks—to liberate the bird. The offer was accepted, and the bird was set at liberty, and was the time appeared for the bird to soar away in new-found freedom. Accordingly at that time a large crowd assembled to witness the flight. At 12:30 o'clock Gillmore's Band struck up the "Star-Spangled Banner," which disconcerted the bird, and he flew about in the air, and at 1:00 o'clock Mr. William Durant read a poem, written by a lady of North Providence, a friend to the largest freedom, dedicated to the "Eagle now in bondage, but soon to be released to soar to realms of broad blue to carry to other birds in accents of the house of Mr. Dorsey, the prisoner's friend, and the Peabody of Pawtucket."

After three cheers for Mr. Dorsey, and while the band was playing "Hail Columbia," his majesty was liberated by Mr. Dorsey. In a moment the bird was in the air, and the crowd cheered from the multitude, who were prepared to watch his proud flight. But, alas! like too many bipeds, he "couldn't stand prosperity," and the good care he had received and the bountiful freedom which he had been given were too much for him, so long untried wings, and he was compelled to light on a house, scarcely a hundred yards from his old cage, where he sat in proud contempt for the expectations of the people. In a moment snow-balls from the hands of small boys flew about his head, and he was pelted with the head in a manner imitated only by the "bad man" of Congress, and a look of "Shoo!" was the only notice he deigned. As the band commenced "Yankee Doodle," he started a second time, and for a moment seemed likely to reach his own broad blue; but as he receded from the inspiring strains of the music, the attraction toward the earth was too strong, and he began slowly to descend, till in attempting to light in a large elm tree his talons became entangled in the twigs, and the proud emblem of our nationality was trailing in the air, helpless and humble enough to gratify the most traitorous heart. Here he hung, till a young man, Robert Salisbury, climbed the tree, and, taking the bird by the neck, he took him to the head of his native ferocity, he went for Robert's head in the most approved bird-of-prey manner, with beak and talons, and a lively struggle ensued, and the eagle was again the air. But high living and the ground, and was taken back to his old quarters, where he awaits the action of his wife—the liberator, Mr. Dorsey.

THE SALE OF CADETSHIPS.

A Denial from Mr. J. R. Sypher.

We have received the following letter from Mr. J. R. Sypher, in reference to his alleged connection with the sale of the cadetships:—"To the Editor of The Evening Telegraph:—"PHILADELPHIA, Feb. 19, 1870.—I see published in your paper of yesterday a "special despatch" from Washington, which gives the testimony of one Brooks relative to his application to me to procure the appointment to a cadetship at West Point. It is true that this man Brooks did, on several occasions, importune me to procure for him such an appointment. It is not true that I ever agreed to procure one for him, or that I ever agreed to procure one for any man named or unnamed. Perhaps I should have unceremoniously kicked this man from my presence; but I chose rather to use mild means, and therefore resorted to the professional expedient of demanding of the retainer of \$3000, which I judged rightly to be far beyond his ability to pay. I followed this demand by the declaration that the acceptance of this retainer would in no way bind me to procure for him an appointment; nor had it any effect whatever in the matter. I never agreed to procure the appointment to a cadetship at West Point. Respectfully, J. R. SYPHER.

QUICK TRANSIT.

New System of Transportation; or, System of Spherical Locomotion.

The great advantages of rapid and cheap transportation, and the demand for it, are so pressing that it is unnecessary to explain the importance of an invention that proposes to transport the mails and products of the country—its grain, fruits, meats, cotton, highwines, oils, minerals, coal, and merchandise generally—through the air, in a few hours, instead of days, and at a cost far less than by means of railroads. It will at once be admitted that such an invention, if practicable, will be of incalculable benefit to the world, and will revolutionize the industrial and commercial interests of the world. This invention, so new and unlooked-for, has been made, and patents have been secured for it in this country and in Europe. It introduces a new principle, and with it a new system, fundamentally different from any other system of transportation. It is an instrument of motion which it substitutes in the place of the wheel. The sphere is the simplest and the true form of a vehicle of motion. It revolves on its periphery without friction. It moved with the least effort, and permits the highest rate of speed attainable by any form of material body. Nature, in all departments in which she requires high velocity, employs the sphere as the form of motion. It is rapid and unvarying motion, as is exemplified in all her works, from the planet, which is a spherical body, rotating on an imaginary axis, to the falling drop of rain, which assumes the spherical form in passing rapidly through the air. The invention, in its nature, is her teaching, employing the sphere or globe as the vehicle of motion. To adapt it to the purpose of transportation it is made hollow, and the load to be carried is placed inside. Thus, hollow spheres or globes, carrying the load, are placed in a tube, which is under the new system. They may be of any size, from two feet to ten in diameter, according to the service to be performed. They would be best made of one of the metals—cast-iron, if practicable—thin, and turned in a lathe with exactness and precision, so as to roll evenly and smoothly. They would be provided with apertures or "man-holes," made to screw in so as to form a part of the surface, by which they could be loaded and discharged easily and readily. The new vehicle requires an equally perfect road bed or track, on which to operate. This road bed has been gradually prepared by the invention of the pneumatic tube and its successful employment. Pneumatic tubes have been constructed in London, and are now in regular operation, and the tubes and packages being sent through them. A little railway, with cars, is placed inside them, so that the old vehicle of transportation on the wheel-and-axle principle has been transferred to the interior of the tube, operating within it as it does without, the only change being the substitution of atmospheric pressure in place of traction by locomotive power. The properties which the pneumatic tube possesses fit it perfectly for the new vehicle of motion. It will furnish the vehicle, first, a road bed that is even, smooth and solid; second, entirely free from dirt and dust, or other obstructions, and protected against the perturbing action of the wind, rain, and snow; and, third, a passage-way, in which the spheres, moving with the car-bones in advance of the R. R. Hudson, and upon the road bed Mrs. Martin engaged passage for New Richmond, Ohio. As she went on board the steamer, she was separated from her husband. In her conversation with him she seemed very despondent, and frequently inquired when the Ind-

MELANCHOLY SUICIDE OF AN UNRECOGNIZED WIFE.

Last Thursday the steamer Maggie Hays, on her way from New Orleans to Memphis, on board one of her boilers, just below Helena, Ark. Captain Barney C. Martin, the captain of the boat, was badly scalded, and died in a few moments, on board the steamer Commercial, to which he had been conveyed after the accident. His body was forwarded by the steamer R. R. Hudson to Sistersville, West Virginia, for interment. Captain Martin was married several years ago to Miss Sallie Linebaugh. The marriage was a secret one, and had never been made public. The news of the captain's terrible death reached his wife, and she swooned, and has ever since been very much dejected. When the body reached Cincinnati, Mrs. Martin begged permission of her husband's brothers to see the corpse. The request was finally granted, and when she gazed upon the loved features, now cold in death, she remarked to the brothers, in a significant tone, "I will never trouble you again." The steamer Mary Ament left for the other country two or three hours in advance of the R. R. Hudson, and upon the boat Mrs. Martin engaged passage for New Richmond, Ohio. As she went on board the steamer, she was separated from her husband. In her conversation with him she seemed very despondent, and frequently inquired when the Ind-

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to the convexity of the sphere. From these explanations, it will be seen that the invention consists in employing hollow spheres or globes, with the load to be transported inside, operating in pneumatic tubes. The tubes may be placed under or over ground, but better off, narrow, glass, long and grooved, properly seasoned and saturated, the joints cemented, would furnish the best kind of material. By a system of way stations and relays of power at proper distances the lines of tubes can be made to connect the towns and cities of the entire country, affecting rapidly and cheaply transportation to and from all parts of it.

ANOTHER CHICAGO TRAGEDY.

A Whole Family Poisoned—The Mother and One of the Children Dead.

The people living in the vicinity of South Halsted and Lake streets were startled yesterday by the report that one of their neighbors had murdered his entire family. An investigation of the matter developed the following facts:—"At the house, No. 44 Lake street, lived Anna Becker, aged fifty-four years; Elizabeth, his daughter, aged thirty-seven years; Elizabeth, his daughter, aged four years, and an infant son. Early on yesterday morning the milkman called usually, but on knocking at the door he was unable to arouse any of the inmates, whereupon he drove away. At 12 o'clock yesterday noon, Officer Barnes, who had just come on duty, was told by a little girl named Henry, Becker's family, that she had heard a noise, and on entering the room he found Mrs. Anna Becker lying dead on the bed, and the little girl lying dead beside her. Across the foot of the bed lay the infant boy, the only live person in the room. The officer was then told that Becker had gone to the milkman's, and he at once started to arrest him, which he did, but he required the help of four other men and an express wagon to bring him to the house. Becker then made a statement to the effect that on the evening of the 18th day of June, 1869, he and his wife had dined on a large quantity of barley gruel for supper; that during the night the three others were taken sick; that he vomited considerably, and that his wife seemed in terrible agony; that about 4 o'clock on Wednesday morning, his wife died, and the little girl expired, and that he was sick and suffering so badly that he could not alarm the neighbors. As soon as Becker had been brought to the house by the policeman, Dr. Boscoe was summoned, and, with the aid of the milkman, he used a stomach pump, succeeded in obtaining a part of the contents of his (Becker's) stomach. The doctor states that he found evidences of arsenic in the admixture thus obtained. In the stomach of both the mother and infant, arsenic was also found, and was soon awakened by the noise about his bedside, and was gently lifted from the bed on which lay his dead mother and sister. Becker was taken to the county hospital. The body of the mother was removed to the dead-house, where an inquest will be held. The deceased was the second wife of the man Becker.

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SECOND EDITION

LATEST BY TELEGRAPH.

Commander Seely and the Cruelities on the Steamer Pawnee—The Monarch at Annapolis—Another Whisky Case Decided in Favor of the Government—A Railway Accident.

Financial and Commercial

FROM WASHINGTON.

The Case of Commander Seely—The Cruelities on Board the United States Steamer Pawnee.

WASHINGTON, Feb. 19.—Secretary Robeson yesterday promulgated a general order in relation to Lieutenant-Commander Seely, who was tried last September, which is as follows:—"I. At a Naval General Court-martial convened at the Boston Navy Yard, September 11, 1869, pursuant to an order of this Department dated September 10, 1869, and of which Rear-Admiral H. K. Thatcher, U. S. N., was President, and the Honorable and tried Lieutenant-Commander Henry B. Seely, U. S. N., was found guilty of the following charges and specifications:—"Neglect of duty."

Specification 1.—"In this: that Lieutenant-Commander Henry B. Seely, U. S. N., being at the time Executive Officer of the United States Steamer Pawnee, did, on or about the 24th day of June, 1869, in fact and in truth, neglect his duty by allowing James L. Oliver, Master-at-Arms of said vessel, to inflict unlawful and cruel punishments and tortures upon the person of Patrick O'Brien, seaman, serving on board the U. S. S. Pawnee, on the 26th day of June, 1869, said vessel being on the passage from Brazil to the United States, and while at or near New York."

Specification 2.—"In this: that Lieutenant-Commander Henry B. Seely, U. S. N., being at the time Executive Officer of the United States Steamer Pawnee, did, on or about the 24th day of June, 1869, in fact and in truth, neglect his duty by allowing James L. Oliver, Master-at-Arms of said vessel, to inflict unlawful and cruel punishments and tortures upon the person of Patrick O'Brien, seaman, serving on board the U. S. S. Pawnee, on the 26th day of June, 1869, said vessel being on the passage from Brazil to the United States, and while at or near New York."

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FROM NEW ENGLAND.

Railroad Accident.

SPRINGFIELD, Mass., Feb. 19.—The express freight train, due here from Boston at 11:35 o'clock last night, was thrown from the track at Wilbraham